

# The Chapman Report



Published by the Golden Gate Lotus Club [www.gglotus.org](http://www.gglotus.org) May/June 2016



*Dave and Judy Anderson find a cozy spot among the vines in Livermore to park their classic Elan during the wine tasting activity after the Open House at Turbo Hoses April 23, 2016. See more photos from the event on page 6.*



*Photo Credit: Kiyoshi Hamai*

*Linda Hiebert (aka Lead Foot Lulu) prepares to start an exciting run on an uncommonly wet Marina AutoX course in her Elise on April 10, 2016. See the full story and more photos starting on page 3.*

## ***May/June Meetings***

**Friday, May 20, 2016 – 7:30 PM**

**Hosts:** Dave and Susan Ellis

**SATURDAY, June 11, 2016 – 4:00 PM\***

**Annual GGLC BBQ in Danville**

**Hosts:** Mel Boss and Darlene Kasl

# Return to Buttonwillow

## GGLC Track Day April 4, 2016

by Kiyoshi Hamai

When John and Scott were putting the 2016 GGLC Track Day calendar together they had this itch that refused to go away. What was it? Why the itch? They had secured dates at Thunderhill, Laguna Seca, and they had a line on a date at Sears (Sonoma). So what was missing?

And then the Lotus Club of Southern California joined the GGLC as a new chapter, and it became apparent what was causing the itch—clearly, we need a GGLC Track Day at Buttonwillow Raceway!

It has been over 5 years since the GGLC visited this versatile central California track. Partly to blame was the opening of Thunderhill's West Track, which, when combined with the original East Track, became a 5-mile enduro. The 3 miles of Buttonwillow's long course seemed to pale in comparison. But now with LCOSC on board, it became obvious we needed to return to Buttonwillow. And return we did on Monday, April 4.

Turnout was modest, however, with fewer than 40 cars in attendance. But the upside of a low turnout is that it allowed John and Scott to split the drivers into just 2 groups, with the result that we enjoyed 30-minute sessions (on the hour for the Open Passing Group and at the bottom of the hour for the Restricted Passing Group).

Of all the cars at the event, we had 14 Lotus examples – 7 Elise, 6 Exige and John's Europa. There was also a WCM Ultralight (a 7-clone).

First cars went out at 9:00 AM, and in typical GGLC fashion we kept things casual, but safe, and emphasized the F-U-N! We ran 4 sessions for each group and then took a break for lunch.

At the morning drivers' meeting, John announced a unique



twist for the day's activities. The morning sessions would be run in the "standard" counter-clockwise (CCW) direction, and the afternoon sessions would run in the opposite, *clockwise*, (CW) direction! That decision was met at first with a bit of silent apprehension amongst some drivers.

But, as the first afternoon sessions finished, the drivers voiced their strong approval of the innovation. With 3 more 30-minute afternoon sessions it was like getting a second track day for the price of one!

It was super interesting to see how certain sections of the track worked in both directions. In the CCW direction, going through the Esses on the west side of the track you came out of the increasing radius Star Mazda turn, which meant you were on the power entering the Esses. Then it was about keeping the car balanced and using a slightly late



apex on each bend of the Esses. And, finally you got on the power to make a fast entrance onto the long straight toward the front straight.

That same stretch was completely transformed using the CW direction. Now you were flat out down the straight as you were getting funneled into the Esses. Could you get through the first right of the Esses without lifting? Could you? Did you dare?

After that encounter, you accelerated out of the Esses, but now the Star Mazda turn was a reducing radius turn that needed a balanced smooth entry, staying wide and then braking and turning into a very, very late apex. How much fun was that!

At a typical GGLC track day you can count on the number of cars on track to drop dramatically as the afternoon goes on as drivers got a bit tired ahead of their drives home. But with this CCW to CW track driving opportunity we found lots of drivers running all afternoon until the checkered was thrown for the last session.

After all was said and done, the reviews from drivers were pretty unanimous: “2 days for the price of 1”, “best track day ever!”, “I drove home exhausted with a huge smile”, and more.

Will we do it again? Yes, possibly in October!

## GGLC AutoX Season, Round 1 Off to a Wet Start, April 10, 2016

by *Kiyoshi Hamai*

It has been common practice for the GGLC to delay the start of our Autocross season until April knowing that February you are almost assured it will rain, and in March there is a 50-50 chance of rain on your autocross date. April means there is probably a 10% chance... right? Not in an El Nino year! Even though the weekends in March were pretty nice, along comes April 10 and the first GGLC Autocross of 2016 and... R-A-I-N! Not heavy, but nevertheless a steady drippy-drip.

Fortunately, none of that deterred the die-hard GGLC autocrossers. Nearly 70 of them arrived at the Marina Airport ready to go cone dodgin' in the wetness. At the same time, however, the electronic timer gods were not cooperating with us, and, despite its off-season overhaul, our timing equipment refused to recognize the sensors.

So, without working timers, I decided to declare the event a practice and no times would be logged.

That is when a hero in the form of Scott Horner stepped in. Scott pushed a bunch of buttons on the timer, it flashed some numbers and letters, and bingo-bango it started functioning just as the first car pulled into the start box! Some kind of a miracle—Thank You, Scott!

The Brian Turner-designed course was challenging, yet wide in the perfect spots for a wet day. That is, there was plenty of room to slip-slide-catch-spin without hitting any cones. From the start box, the course began with a right-left bend followed by a slalom that in reality was a right bend into a hard left-hander.

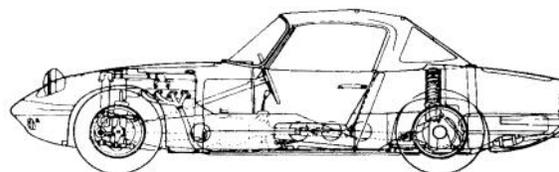
*(continued on p.4)*

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(cont'd from p. 3)

That was followed by an off-set box and then a left-hand U. If you got the exit of the U correct, the next slalom was a mini-straight. That was followed by a sharp right and into a big sweeping left that led into another slalom. The last set of turns was a mid-speed left-right and into the finish.

The top time of the day was around 39 seconds with the average time falling around 45-46 seconds. Those on R-rated tires suffered the most as there was standing water on the course nearly the entire day.

Ben Beames gave us a lesson in why race tires are called "slicks". For Ben, the steering wheel of his Weed-Wacker vehicle was ineffective, as it was easier to turn the car with the throttle and/or brakes.



Maybe "turn" is not accurate, though, as it was more like throttle, spin, brake spin and then SPIN some MORE!

Overall, the drivers took 6 runs in the morning and 6 more in the afternoon. Lots of practice in learning how being smooth pays dividends in low-



traction situations. Jabs at the brakes and jerky twist of the steering wheel only result in slipping and sliding. It all reinforces the adage "Smooth is Fast".



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So, in the end, it turned out to be a FANTASTIC day—perfect weather for ducks, a fun course and lots of spins!

You will find a highly entertaining video highlight reel produced by the GGLC video dude on the GGLC's YouTube channel:

<https://youtu.be/crvJp9Wn6Ps>

And here are few of the words of encouragement that were shared by entrants in the days after the event—

Posted by: **jjjenningsiii**

*I've gotta say, when the event first started I was kind of bummed out about the rain and timing system mishap - I almost thought about heading back home. So happy I did not!*

*This was my first time running with the GGLC and I will definitely be back for the next round - Kicking myself a bit for not attending one of your events earlier.*

Posted by: **mwood**

*Great group! I miss the "old days" when I used to instruct*



Posted by: **Tony Rod**

*GGLC is awesome. One of the best SFR/GGR clubs around.*

Come join us at the next GGLC Autocross on May 15!

## Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
May 14	Breakfast/LCoSC	LA
May 14	Breakfast/Tom Smith Shop Tour	Mokelumne Hill
May 15	AutoX/Round 2	Marina
May 15	CC Concours	San Jose
May 18	Dinner/Meeting	Sacramento
May 20	Meeting/Social	Redwood City
May 21	Shop Day/BBQ	El Sobrante
May 22	Supercar Sunday	LA
May 31	Track Day	Thunderhill
June 11	Breakfast/LCoSC	LA
June 11	GGLC BBQ	Danville
June 15	Dinner/Meeting	Sacramento

See [www.gglotus.org](http://www.gglotus.org) for additional information about upcoming events.



Scan to get current GGLC calendar on your mobile device.

### **IMPORTANT REQUEST:**

A volunteer (must be a GGLC member) is needed to drive the club event truck to and from the May 15 event. The truck needs to be on site at 7 AM. Typical return time is 5:00 PM. Please contact autocross"at" gglotus.org if you can help.

# Turbo Hoses / Dietsch Motorsports Open House Photo Gallery

April 23, 2016

Photo Credits: Dave Ellis and Mel Boss

*It was a picture-perfect day in the Livermore Valley, and the combination of the breakfast Open House provided by Hoover Chan plus the tech session from Rob Dietsch along with a casual drive, wine tasting and lunch made for some great memories. Here are a few of those memories captured in photos from Dave and Mel—ed.*



## 2017 Evora 400 First Look / Drive

by *Rahul Nair*

Tom Sutton from Boardwalk Lotus in Redwood City recently invited some GGLC members to swing by and take a look at an example of the new Evora 400, which will be beginning U.S. deliveries later this summer. This particular car was one of two euro-spec demo cars that have been going all over the U.S. to follow the auto show circuit, and it had ~ 21000 kms on the clock. I got the chance to drive it for a few miles and wanted to write up my thoughts on the car. These are all my personal opinions, and they are naturally colored by my experiences owning an Elise for 10 years and an Evora S IPS for ~8 months.

When the Evora 400 was first announced, I have to say that I was not a big fan of the looks. The sharp lines on the new front and rear looked a little “boy racer” to me and pushed me into getting an Evora S instead of waiting for the 400. However, after seeing the car in the flesh, I have to say that the new front end looks much better in person and works really well on this particular car, which was carbon grey. The black line above the splitter kind of merges into the body and removes the thing I found most annoying about the front. The plastic grill replacing the mesh looks quite good as well.

The rear also looks much better in person and I have to say that the Evora 400 looks very modern and contemporary.

### **Ingress/Egress**

This is perhaps the single greatest improvement of the 400 over the first-generation Evora. The side sills are a lot lower and narrower than those of the Evora S, which means it is as easy to get in and out of as a regular sports car—no lotus

position needed. Additionally, the speaker enclosure in the door has been made smaller and thinner which means your feet don't hit the door every time you get out (even with my size 14 shoes).

### **Interior**

The first thing you notice about the interior is the extra legroom for the driver. The narrow sill appears to have continued towards the wheel well to give your left leg more room. The manual cars now finally have a dead pedal where you can rest your foot and it feels like there is more foot room in general, which came in handy for my size 14 feet. That said, my Evora S is an IPS so it's hard for me to compare against the manual 400.

The next thing you notice is the easy access and visibility of all the switchgear. You no longer have to cock your head and look behind the steering to squint at the controls. Plus they are now black with white lettering which makes them significantly easier to read than the old chrome buttons. The digital parts of the dash are now white on black and people who have been driving the car for extended periods tell me that they are easier to read than the red displays on gen 1. The steering wheel material has

changed and feels more “rubbery” than my S—this is one change I would love to make to my car if possible. The side mirror controls have been moved to the dash for easy access while the trunk and fuel buttons have been moved to the door. Extra points for the trunk button no longer requiring the impossible combination of key in ignition, car in park, e-brake on, full moon night, fifth Wednesday of the month, etc... to work.

(continued on p. 8)



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(cont'd from p. 7)

The other thing I really liked was the HVAC controls are easier to turn and have many more detents instead of the current half dozen or so. The stereo is also different but I did not get a chance to play around with it. The glove box has a manual latch instead of an electric one, which aligns with simplify and add lightness approach to the car. The seats have switched from Recaro to Sparco and now have side airbag included. The stitching is a little different but they are just as comfortable as the original car. They now have a little leather pull to flip the seats forward which is much easier to reach and IMHO looks a lot cooler. The rear seats are as vestigial as ever.

#### Driving Impressions

I only got to drive the car for a few miles in traffic, but the ride and handling felt the same as my S. It felt fast but with the limited opportunities to accelerate, it did not feel that much faster than my S. The

thing I really liked about the drive was the exhaust which is sportier (louder with better tone) and has a button that controls the noise level independent of the ECU mode. This means you can drive the car in sport mode with the quiet exhaust or be in regular mode with the loud exhaust (the S ties the louder exhaust to the sport mode only which can get a little annoying in city driving). The shifter is also really smooth and felt better than the other Evoras I have driven, and it is miles ahead of the Elise.

The other thing I liked is that the Evora 400 is better built than the Elise and does not have all the rattles and squeaks you have come to expect from a Lotus. The demo car had over 13k miles on it and felt like a quality item just like my S does after 2 years and ~15k miles.

#### Final Thoughts

My biggest takeaway about the Evora 400 is that it is a much more useable car than the S. It retains the excellent driving dynamics of the

original car and adds a nice boost in power while making it easier to live with on a day to day basis. People considering a Porsche 911 as a daily driver should really have a look at the Evora 400 – it is now a competitor in terms of usability as well as performance. For me personally, while it is a lot more car, I can't justify the premium pricing over my S. That said, the upcoming 400 convertible might make me change my mind.



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# Crumb Vacuuming—101

## A Lotus Club of SoCal Event

by Mathew Kaplan

This whole Southern California chapter thing has been going on now for a few months, and guess what—I think it's going to work!

The turnout for our first official drive was thrilling. We had 20+ Lotus cars cruising through the canyons in Malibu, and we only managed to make one wrong turn and upset one very passionate van driver. Van guy, if you happen to be reading this, we discussed the incident at great length over lunch. We are not sure what we did, but we are sorry.

We also had a great day with the GGLC crew at Buttonwillow (see *Kiyoshi's story on p2, ed*), and an awesome event at Sector 111. Now, as all Lotus drivers know, it's very important to keep that momentum going. So we decided to make our next event really epic.

If you are in SoCal and into cars, you are likely familiar with the Supercar Sunday events in Woodland Hills. Well, we had a quick chat with the event organizers, and the show on May 22 will also be an official Lotus Marque day!

Of course, we know you will all be heading to Woodland Hills in the morning because Supercar Sunday is a great show, but since you are already out this way, you might as well get in a quick canyon carving session, right? And it just so happens that the best, super high-end detail shop, Lavaggio, sits right next to the end of a great canyon route, so why not stop there for a tech session and lunch?

That's right: Car Show, Canyon Run, Detail Class, and Lunch, makes for an epic car day that you should not miss!



The Supercar Sunday show is enormous, and open to everyone. The show starts at 7 AM, and we encourage you to get there pretty close to that time, just so you can park in the designated Lotus section at the front of the show. After the show, we will pull out for our quick canyon run and end up at Lavaggio for a tech session and lunch. (I also heard a rumor about the availability of some detailing gift certificates.)

This is all free—yes, even the lunch—however, the drive and Lavaggio portions of the event are limited to LCOSC/GGLC members and guests. That means we will require registration for these parts of the event via our website, [LCOSC.org](http://LCOSC.org). Please enter the member code "CHAPMAN" to prove your GGLC and/or LCOSC affiliation.

Other upcoming Lotus activities include an Esprit build tech session on May 21, an Angeles National Forest drive on June 25, plus a bunch of other stuff still in the works. Check out the events page at [LCOSC.org](http://LCOSC.org) for the most up-to-date info, and we will see you in traffic!



# Sierra Foothills Lunch and Tom Smith Shop Tour May 14, 2016

by Lee Cohee

**Location:** A no-host lunch will be set up for us at the Hotel Leger, 8304 Main St, Mokelumne Hill, CA.

**Event Details:** Arrive at the Hotel Leger by 10:30 AM. Street parking is available as the hotel does not have a guest parking lot. Mokelumne Hill is about mid-way between Jackson and San Andreas. Our group will be seated in the hotel's bar room for lunch at 11:00 AM.

After lunch at roughly 1 PM, the group will form up for a drive South on legendary Hwy 49 to Tom Smith's house, where Tom will give us a tour of his expansive garage/workshop and car collection. The collection includes several Lotus cars, Morris Minors, a BMC Formula Jr., and a Brabham Formula B car.

Please RSVP by Sunday May 8 by emailing: vancoh--at--volcano.net.

# San Jose Country Club Concours d' Elegance May 15, 2016

by Rita Satulovsky

The 6th Annual Concours d' Elegance charity fundraiser benefiting the Make-A-Wish Foundation will be held at the San Jose Country Club Sunday, May 15.

Over 150 classic and exotic cars will be on display on the golf course at the club.

The Concours fee is \$60 per person and includes: Admission, Car entry, Champagne served on golf course, Appetizers, Wine tasting, Awards ceremony and a BBQ dinner with live music.

Please RSVP by Sunday May 8th by emailing prez--at--gglotus.org.



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# Annual Club BBQ In Danville June 11, 2016

editor

We all know how the Bay Area's Friday night traffic congestion can make it difficult to get to the East Bay for one of our traditional Friday night club meetings. So for June, the club meeting will be *Saturday, June 11*, in Danville with the added attraction of the club's annual BBQ at Mel and Darlene's place.

This fabulous event will feature some of Mel's gourmet specialties like stuffed portobello mushrooms, grilled tri-tip and deep-fried turkey. See page 1 for driving directions to Mel and Darlene's.

The fun should get started about 4 PM with food service beginning around 6 PM—and a club business meeting might even happen a little later.

A contribution of a salad or dessert for the BBQ would be nice, but is not required. Please RSVP to Mel for the BBQ by June 8: (darmel-at-sbcglobal.net).



# Shop Day, Swap Meet & BBQ At Mike's Place May 21, 2016

editor

Even bigger and better this year, Mike and Jon team up in El Sobrante for an informative Tech Seminar on all things Lotus followed by a pot-luck BBQ .

This year's event will also feature a swap meet, so check your garage for those un-loved items and bring them to Mike's shop, 4119 Santa Rita Rd, El Sobrante. The action begins at 10 AM—RSVP to Mike at mikeostrov-at-webtv.net or (510) 232-7764.

The BBQ should be turning out chicken and tri-tip under the watchful eyes of Jon Rosner and son Sam starting around 12 N. **Anyone interested in bringing a dish, a beverage or a dessert to share can contact Jon Rosner (jon-at-roscotech.com) to coordinate. .**



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# Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

**For Sale:** 1991 M100. Red, one owner, purchased 1994 from Boardwalk. Current CA reg, 19,750 miles. Always covered and/or garaged. Car cover and front bumper protector included. Excellent paint, un-scuffed wheels. Last driven January 2016. Full maintenance records. Passenger window lift mechanism needs repair, two ~2-inch rips in hood (fabric top) due to folding mechanism. Asking \$17,500. Car is located in Livermore, Contact Kathleen Guzman at (925) 447-5907.

**For Sale:** 2012 Evora S 2+0. Solar Yellow, 14K miles, 6-speed. Suede Tex interior package (alcantara-like inserts in the seats and dash). Optional Tech Pack with Pioneer infotainment system, backup camera, parking sensors and HomeLink. Other options include heated seats, StarShield, and satin gunmetal wheels. Car also has left-foot "dead pedal". The car is like new

with no issues or damage. One owner, always garaged out of the sunlight, always washed/waxed by hand, maintenance is current (service history is available). Asking \$60K. Contact Pieter Kapsenberg at "pieter.kapsenberg--at--gmail.com" or (541) 760-6879.

**For Sale:** 1962 Lotus Elite project car. Car is dissembled, but all parts are original. All major parts, and most minor parts for re-assembly are together, such as engine, tranny, rear end, exhaust, steering column, knock-off wheels, axels, etc. Most nuts, bolts and fasteners included.

Title and pink slip free and clear in my name. Contact Jay Holland at "jay--at--jholland.co" or (415) 307-4459.

**Wanted:** Looking to purchase a nice example of an Elan M100 in yellow. Contact: Jackie at "jfeakins--at--mac.com" or (630) 531-3740.

**Wanted:** Original front and/or rear wheel(s) from an Esprit S2 (14" Speedline). I'd like to borrow a front and rear wheel for measurements, or buy a full set. Whichever works for you. Contact John at "john--at--fusiontechnology.com" or (650) 283-9105.

The Chapman Report is published bi-monthly by the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011. The GGLC is a non-profit incorporated car club, and it is not affiliated with Group Lotus, Team Lotus or Lotus Cars USA.

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